

10/605,142

2

BOE 0453 PA

**In The Claims:**

1. (Original) An aircraft comprising a fuselage, a main wing, at least one vertical stabilizer and at least one horizontal stabilizer, said fuselage comprising two elongated substantially cylindrical sections joined together side-by-side, one of said sections having at least one fuel tank positioned therein.

2. (Original) The aircraft as described in claim 1 wherein the other of said sections has at least one passenger cabin therein.

3. (Original) The aircraft as described in claim 1 wherein the fuel tank is used to hold liquid hydrogen as the fuel for the aircraft.

4. (Original) The aircraft as described in claim 1 wherein a plurality of fuel tanks are provided in said section.

5. (Original) The aircraft as described in claim 1 wherein two of said vertical stabilizers are provided.

6. (Original) The aircraft as described in claim 1 wherein said main wing is positioned on top of said fuselage.

7. (Original) The aircraft as described in claim 1 wherein said fuel tank is used to hold a non-hydrocarbon based fuel.

8. (Previously added) An aircraft comprising a fuselage, a main wing, at least one vertical stabilizer and at least one horizontal stabilizer, said fuselage comprising an elongated substantially full cylindrical section and an elongated substantially cylindrical section, said sections joined together side-by-side along each section's elongated side, the elongated substantially full cylindrical section having at least one fuel tank positioned therein.

9. (Previously added) The aircraft as described in claim 8 wherein the elongated substantially cylindrical section has at least one passenger cabin therein.

10/605,142

3

BOE 0453 PA

10. (Previously added) The aircraft as described in claim 8 wherein said fuel tank is used to hold liquid hydrogen as the fuel for the aircraft.

11. (Previously added) The aircraft as described in claim 8 wherein a plurality of fuel tanks are provided in the elongated substantially full cylindrical section.

12. (Previously added) The aircraft as described in claim 8 wherein said fuel tank is a pressurized tank, wherein pressurized fuels may be contained within said fuel tank.

13. (Previously added) The aircraft as described in claim 8 wherein said fuel tank is used to hold a non-hydrocarbon based fuel.

14. (Previously added) The aircraft as described in claim 8 wherein said fuselage has a peanut shape cross-section.

15. (Previously added) An aircraft comprising a main fuselage, a main wing, at least one vertical stabilizer and at least one horizontal stabilizer, said main fuselage comprising an elongated substantially cylindrical section and an elongated substantially C section, the elongated substantially cylindrical section joined to the open side of the elongated substantially C section, the elongated substantially cylindrical section of the main fuselage having at least one fuel tank positioned therein.

16. (Previously added) The aircraft as described in claim 15 wherein the elongated substantially C section has at least one passenger cabin therein.

17. (Previously added) The aircraft as described in claim 15 wherein the fuel tank is used to hold pressurized liquid hydrogen or other non-hydrocarbon based fuel as the fuel for the aircraft.

18. (currently amended) The aircraft as described in claim 15 wherein a plurality of fuel tanks are provided only in the elongated substantially cylindrical section,

10/605,142

4

BOE 0453 PA

~~whereby fuel may be shuttled within the fuel tanks contained in the elongated substantially cylindrical section thereby obtaining optimum fore and aft balancing of the aircraft.~~

19. (Previously added) The aircraft as described in claim 15 wherein said fuselage has a peanut shape cross-section.

20. (Currently amended) The aircraft as described in claim 15 wherein the elongated substantially cylindrical section is horizontally positioned along ~~positioned above~~ the elongated substantially C section.